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[www.anglais-pour-voler.com](http://www.anglais-pour-voler.com)

## Practice for the FCL.055 VFR A popular demand



Pilots who want to fly abroad need a language proficiency endorsement in English on their license, an endorsement they can get by passing the FCL 055 exam. Unless you have been awarded a level 6, in which case your endorsement is valid indefinitely, you'll have to show your ability to communicate effectively on the radio in English every 4 years (level 4) or 6 years (level 5). You are encouraged to go back to last month's «In English, please» article for more information and numerous references on the process of acquiring this precious stamp of approval. In the meantime, the following example will get you started by taking you through the three phases of the FCL.055 VFR exam.

### FICTIONAL FLIGHT

Candidates are each handed a different scenario in French. They must follow this scenario when they interact with the examiner. The latter, playing the role of the controller, initiates first contact with a radio check. Then it's up to the pilots to kick in whenever they want, just being careful not to step on somebody else's communication. Pilots must read back all messages to show that they have understood.

Below is a scenario, in French. Study it for 5 minutes, then go to [www.anglais-pour-voler.com/in-english-please/](http://www.anglais-pour-voler.com/in-english-please/) and select the «fictional flight - 1» audio file. It is a recording of the Controller's messages. Remember that it's up to the pilot to start communicating after the radio check. So, pass your first message, listen to the controller's answer, hit the stop button at the end of his transmission, then readback his instructions. Repeat this interaction until you have reached the end of the scenario. The «fictional flight - 2» audio file covers the messages from both pilot and controller, and the «fictional flight» PDF document is a transcription of the whole exercise.

### F-BASF, DR400

Contactez Rennes, annoncez-vous en transit d'Alençon à Vannes, 2500' QNH 1009,

*transpondeur 7000. Demandez si la zone militaire R149E est active. Le temps se dégrade, demandez l'ATIS de Rennes. Annoncez que vous vous déroutez à Rennes. Demandez des caps pour rejoindre le terrain. Rappelez terrain en vue, demandez les instructions pour intégrer le circuit.*

### UNUSUAL SITUATION

Candidates pick a card where an unusual situation is described in French, they have 90 seconds to read it and then relate their trouble in English to the examiner. At the end, the examiner will also ask one or two questions to better assess the candidate's level.

*Une dizaine de minutes après le décollage pour un vol local le long de la côte, un de mes passagers m'a dit qu'il ne se sentait pas bien. J'ai décidé de retourner vers le terrain et, comme ce passager semblait avoir des douleurs dans la poitrine, j'ai demandé une assistance médicale à l'arrivée.*

2 additional questions:

- Had your passenger shown any sign of discomfort before the flight?
- What other medical issues could you be facing during a flight?

Check out one of the ways of describing your problem at [www.anglais-pour-voler.com/in-english-please/](http://www.anglais-pour-voler.com/in-english-please/), «unusual situation» audio file and PDF document.

### LISTENING COMPREHENSION

The listening comprehension part of the exam is rather straightforward: on the above-mentioned site, listen to the audio recording of 9 pilot-controller exchanges and 1 ATIS and fill in the blanks in the text below. The messages are played twice. The answers are at the bottom of the page.

**CTL** Cessna 6-3-0, ( \_\_\_\_\_ 1) enter right downwind runway 1-9.

**CTL** ( \_\_\_\_\_ 2) right or left is approved, advise what you would ( \_\_\_\_\_ 3), and

**Available on the Appstore**, the collection of «In English, please» articles with the audio recordings when available. The application has recently been updated with the articles up to December 2018, offering almost 140 pages of aviation-related English practice right at your fingertips.

climb and maintain 3000.  
**CTL** N7JB, enter the aerodrome ( \_\_\_\_\_ 4 ) not below 2000 feet, ( \_\_\_\_\_ 5), the QNH 1-0-2-7, report ( \_\_\_\_\_ 6).  
**CTL** Cherokee 4147T, Vero Beach tower, ( \_\_\_\_\_ 7) 2-9 left approved, report crossing the ( \_\_\_\_\_ 8) on final.  
**CTL** numerous reports of light to moderate ( \_\_\_\_\_ 9) between 6000 and 4000.  
**CTL** I ( \_\_\_\_\_ 10) a heading 3-5-5.  
**CTL** Roger, ( \_\_\_\_\_ 11) Denham information ( \_\_\_\_\_ 12) , bye bye.  
**CTL** Delta 60, Miami, with a ( \_\_\_\_\_ 13) .  
**PIL** Ostend tower, Cessna 378MS, is ( \_\_\_\_\_ 14) .  
**ATIS** Edinburgh information Lima, time 0-9-2-0  
runway in use 2-4; runway 2-4 ( \_\_\_\_\_ 15) wet, midpoint wet, stop end wet  
Edinburgh ground is ( \_\_\_\_\_ 16) , contact tower on ( \_\_\_\_\_ 17)  
surface wind 2-2-0, 1-0 knots  
visibility ( \_\_\_\_\_ 18) meters  
moderate ( \_\_\_\_\_ 19)  
broken ( \_\_\_\_\_ 20) 1000 feet  
temperature plus 2, dewpoint plus 2, QNH 1-0-0-0

As a rule, there is always an ATIS to jot down in the fictional flight scenario and another one to listen to in the listening comprehension part. Remember that it is very easy to practice jotting down ATIS elements with Skype and the list of ATIS available by phone in the UK (1). And remember also that what is evaluated here is your English level, not your flying skills or your aeronautical knowledge.

(1) <https://www.netoffice.gov.uk/binaries/content/assets/mohippo/pdf/aviation/ga/getmet.pdf> p.32

**ANSWERS**  
1 - When able; 2 - deviation; 3 - prefer; 4 - traffic zone; 5 - give way to any gliders; 6 - in the overhead; 7 - straight-in; 8 - east bank of the river; 9 - mixed ice; 10 - suggest; 11 - free call; 12 - 1-3-0 decimal 7-2; 13 - relay request; 14 - in ready for departure; 15 - touchdown; 16 - closed; 17 - 1-1-8 decimal 7-0-5; 18 - 5000; 19 - rain and snow; 20 - towering cumulus.

